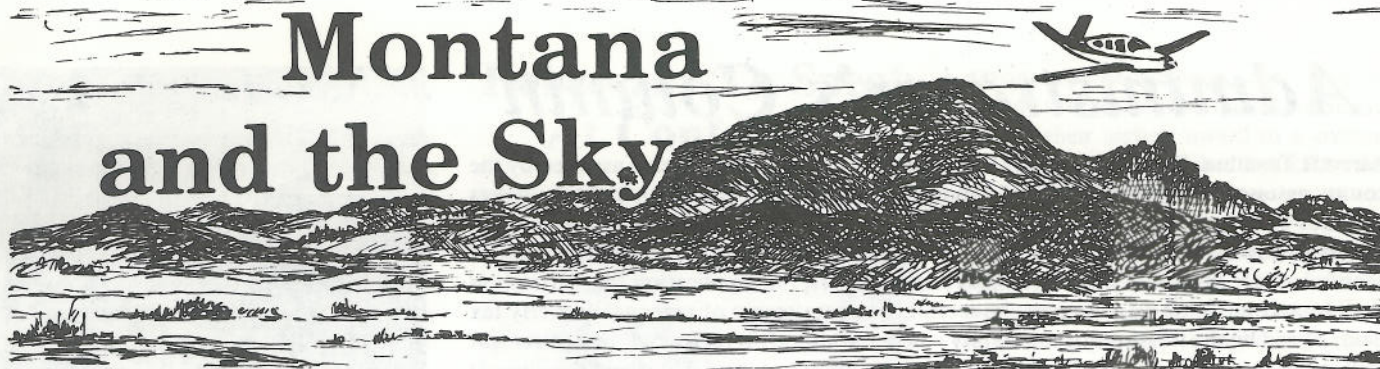


Montana and the Sky



Vol. 37, No. 1

MONTANA AERONAUTICS DIVISION

January 1986

MAJOR SPEAKERS TO HEADLINE STATEWIDE CONFERENCE

Arrangements have been made for an impressive list of speakers to appear at the Montana Statewide Aviation Conference scheduled for March 12-15 at the Holiday Inn West in Billings.

Featured speaker for the kick-off luncheon on Thursday, March 13, is Admiral Donald Engen, administrator of the Federal Aviation Administration in Washington, D.C. This luncheon will also include appearances by officials of Montana state government.

Paul Poberezny, president of the Experimental Aircraft Association, Oshkosh, Wisc., will speak at the dinner on Friday evening, March 14.

The banquet on Saturday, March 15, will feature Major James C. Adamson, NASA astronaut.

Other major speakers for the Conference will include Don Clausen, Aviation Education Program, FAA, Washington, D.C.; William Shea, chairman of the Aviation Department of the Center for Aerospace Sciences at the University of North Dakota; Charles Foster, director, Northwest Mountain Region of the FAA; Thomas Watt, director, Aviation Branch, Alberta Transportation, Edmonton, Alberta; Robert Warner, Executive Vice President of the National Association of State Aviation Officials; Jerald Cockrell, Cockrell Aviation Training, Anchorage, Alaska; and Harry Fallis, Regional Manager, Aviation Safety, Canadian Air Transportation Administration.

Speakers for concurrent sessions and panels are yet to be finalized. The program will include concurrent sessions on such topics as mountain flying, FAR refresher,

weather, aircraft taxation, aviation education, aviation and medicine, legislation for 1987, line service liability, topics on airport management, space, computers in aviation business and more.

There will be an FAA listening session by officials of the Northwest Mountain Region and an open forum conducted by the Montana Aeronautics Board. A Flying Companion course will be offered. Also included in the program will be business and/or board meetings of the various state aviation organizations.

A tentative program will be published in the next issue of Montana and the Sky. A registration form is included elsewhere in this publication. Room reservations can be made by calling the Holiday Inn West in Billings at 248-7701. Be sure to mention that you will be attending the Statewide Aviation Conference.

In-depth Review Conducted by Board

**By: James A. McLean, Chairman
Montana Aeronautics Board**

The Montana Aeronautics Board has begun an ambitious, in-depth review of the Aeronautics Division and its programs.

The purpose of the review is two-fold. First, Board members will better understand the various programs now offered through the Division and how the budgeting process works. Secondly, since the Division is rapidly approaching a crisis in financing, the Board hopes that through the understanding gained by the study they will be in a better position to recommend

possible alternatives and/or legislation to solve some of the Division's financial problems.

The process began at the October meeting. At that time, Board members were supplied with a document which listed all the Division programs, a brief description of the purposes of each, and a breakdown on budgeted and actual expenses connected with each program over the past three years. Division personnel participated in discussions with the Board, explaining programs and answering questions.

At a subsequent meeting, the Board conducted a brainstorming session, listing things they like about the Division and its programs, things they disliked, and a "vision" of where they would like to see the Division in three to five years. From that discussion, they arrived at some goals they hope to see achieved in the near future. These included: development of fiscal solvency and stability for the Division, an effective legislative lobbying effort, development of an effective public relations program for the advancement of aviation in Montana, development of cost effective and useful programs for the aviation community, maintenance of an effective administration that supports the aviation community of Montana, and development of an active and effective Board to represent the aviation community.

It is recognized that without some method of adequate funding, the Division will be unable to support its programs before the end of the FY 88-89 biennium. This lack of adequate funding will necessitate the cut-back or elimination of many programs in all areas of the Division. Many of these decisions have already been faced by Division personnel. Some programs, mandated by statute, cannot be eliminated.

Continued on page 3

Administrator's Column

Aircraft Taxation. Personal property taxes for aircraft are currently being assessed by the county assessors for 1986. There are a couple of items of interest which aircraft owners may not be aware of which possibly could help: (1) To offset the immediate impact of having to pay the entire amount of tax prior to the aircraft registration deadline date of March 1, 1986, Montana law (67-3-202(2) states, in part, "an application for registration shall be accompanied by a copy of the receipt for or statement of personal property tax paid, signed by the treasurer of the county where the aircraft is registered, or a statement of lien assignment against real property, signed by the county assessor where the aircraft is registered." This provision allows an aircraft owner who owns real property to pay his/her aircraft taxes along with his/her real property taxes at the time the real taxes are due which is November 30 for the first half of the year and May 31 for the second half of the year (15-16-101, 15-16-102). This is done by the county assessor through a personal property tax lien assessment against real property. (2) It is my understanding that the county assessors have been instructed by the Department of Revenue to assess aircraft using the average wholesale values depicted in the Aircraft Bluebook Price Digest Winter Volume 1985-86 but not allowing the discounted items such as high time engines, etc. Montana law 15-15-102 provides for an appeal process in event you feel your aircraft has been improperly evaluated. You must fill out a tax appeal form which is available from your county assessor's office and mail it to the county Tax Appeal Board. This appeal must be filed before the first Monday in June or 15 days after receiving a notice of classification and appraisal from the county assessor, whichever is later. The county Tax Appeal Board will notify you of a hearing date which you must attend and present your case. If they agree with you, then your taxes will be adjusted. If they do not agree with you, you still have another option - you may further appeal your taxes to the state Tax Appeal Board under provision of Montana law 15-2-301 and 15-15-104. They use the same process and, in many cases, travel to your county where they conduct hearings so you would not be required to travel to Helena for a hearing. Neither of these processes need cost you any money except for your travel and time. You can represent yourself. You will need to have as much documentation as possible of values and costs of items you feel have not been considered in making a fair assessment. If you should have any questions, you should contact your county assessor's office. I'm sure they will be happy to provide you with information requested.

* * * *

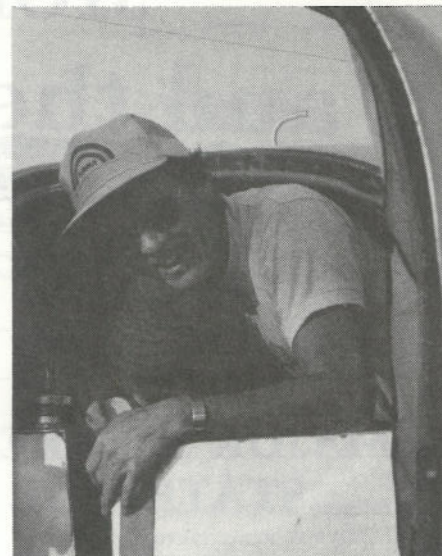
Aviation Trust Fund. I reported in last month's issue of Montana and the Sky that the U.S. House Public Works Committee recommended that the Aviation User Trust Fund be taken out of the "unified budget," thus putting a stop on the administration's holding captive these monies to falsely reflect a lower federal deficit. I have recently learned that Sen. Nancy Kassebaum (R-Kan.) has introduced a bill to accomplish this goal. Sen. Kassebaum fears deep budget cuts resulting from the Gramm-Rudman Act could cause drastic cuts in airport and airway safety related improvements which are to be funded from the User Trust Fund, now in excess of \$7.5 billion. DOT Secretary Elizabeth Dole has voiced her opposition to Sen. Kassebaum's bill. This bill is certain to gain strong support from the users of the airport and airway system of the United States. I strongly urge you to make your feelings on this most important issue known to our Montana Congressional delegation.

* * * *

Statewide Aviation Conference. This year's Conference is shaping up to be even better than last year's with many exciting guest speakers and programs already scheduled. Pre-registrations of exhibitors and attendees are very encouraging. There are three articles on the Conference elsewhere in this publication. Please take the time to read them and plan to attend.

* * * *

Well Wishes. I would like to take this opportunity to wish you all a happy and prosperous 1986. 1986 just has to be a better year for aviation than 1985 - HANG IN THERE!!



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REVIEW (continued) . . .

Beyond that, however, is the more immediate problem of preparation of some legislation to increase Division funding in order for it to remain viable. The next legislative session, beginning in January 1987, will be setting budgets for the FY 88-89 biennium, so it is imperative that the problems facing the Division be dealt with immediately for presentation at that time. It is the hope of the Board that, through their leadership, the aviation community in Montana can work together to pass legislation to save the Division.

The Board plans to conclude the major work on their study before the Montana Statewide Aviation Conference in March and to have some results and some proposals to present to the aviation community at that time. They are tentatively scheduled to hold an open forum during the Conference at which time they will receive input from individuals as to possible legislation and future direction of the Division.

Members of the Board represent all facets of the aviation industry in the state, and the aviation community is encouraged to contact a Board member with questions, ideas, or suggestions. As a reminder, Board members are: Jim McLean, chairman, Bozeman, representing Chamber of Commerce; Mike Strand, vice chairman, Kalispell, representing aviation education; Sig Ugrin, secretary, Miles City, representing Aviation Trades; Terry Marshall, Billings, representing the airlines; Ted Mathis, Belgrade, representing Airport Managers; Bob Worthington, Great Falls, representing the League of Cities and Towns; Fred Lark, Lewistown, representing Montana Pilots Association; Brad DeZort, Fairfield, representing county commissioners; and John Wall, Helena, member at-large.

SCHOLARSHIP DEADLINE NEARS

Just a reminder that applications for the Van De Riet Flight Training Scholarship are due at the Aeronautics Division office no later than January 31, 1986.

The \$200 scholarship is to help defray the costs of flight instruction.

Letters of application should outline the reasons for applying, career goals, and past aviation experience.

Poberezny To Speak At Conference



Paul Poberezny

Paul Poberezny, president of the Experimental Aircraft Association, Oshkosh, Wisc., will speak at the dinner on Friday evening, March 14, during the Montana Statewide Aviation Conference.

Poberezny established the Experimental Aircraft Association in 1953 and has served as its elected president since its inception. For the first eleven years of its existence, the EAA was headquartered in his basement.

Poberezny taught himself to fly in 1937 in a Waco primary glider. The glider was given to him by a high school teacher, but it had to be completely rebuilt. He rebuilt the glider, found a friend who would tow him behind his car, and taught himself to fly. Since that time, Poberezny has flown virtually everything with wings, including 358 different types of aircraft of which 154 were homebuilt. He has logged a total of over 26,000 hours of flight time. He is the only person who has earned all seven military wings.

A member of the military for 29 years, Poberezny retired with the rank of colonel in 1970. He is a test pilot and combat veteran. He has designed and built 14 different airplanes and currently has six others under construction.

Poberezny has been awarded the Gold Air Medal of the IAF (International

Aeronautic Federation), their highest award; the NASA Distinguished Service Medal, their highest award to a civilian; and the FAA Distinguished Service Award. He has received numerous other awards and honors.

The EAA was established to promote aviation in all its forms. It strives to ensure that aviation is available, affordable, and safe as it is possible to make it. It champions the freedom of flight. From the first seven members operating out of Poberezny's basement, the EAA has grown into a worldwide organization of over 100,000 members.

CALENDAR

Feb. 21 - 23 - Flight Instructor Clinic, Helena.

Feb. 22 - 23 - Grouse Mountain Lodge Weekend. Sponsored by Spokane Cloudbusters.

March 12 - 15 - Montana Statewide Aviation Conference, Billings.

March 12 - 15 - Aviation Mechanics Refresher Seminar, Billings.

March 22 - Fly-In Trivia Contest. Sponsored by Spokane Cloudbusters. Call (509) 534-8631 for further information.

July 18-19-20 - Schafer Meadows Fly-In.

Aug. 1 - 8 - EAA Fly-In, Oshkosh, Wisc.

Sept. 19 - 21 - Mountain Search Pilot Clinic, Kalispell.

Work on New Chart Progresses

By: Vern Moody
Aviation Representative

The work on the new Montana Aeronautical Chart is progressing; however, we still need your help.

If you know of any hazards, changes, or corrections that should be noted on the new chart, please let us know.

Also, if you know someone who has an airstrip and it is not on the current chart, please have them fill out the form included in this issue of the newsletter and send it to the Aeronautics Division. Call the Aeronautics Division at 444-2506 for extra forms.

NASA ASTRONAUT TO ADDRESS BANQUET



Major James C. Adamson

Featured speaker for the banquet at the Statewide Aviation Conference on Saturday, March 15, will be Major James C. Adamson, NASA astronaut.

Major Adamson grew up and was educated in New York, receiving his bachelor of science degree in engineering from the U.S. Military Academy at West Point and a master of science degree in aerospace engineering from Princeton University. He earned his wings as distinguished graduate of his flight class at the Army Aviation School, Fort Rucker, Alabama. Following pilot training, he flew with the Air Cavalry in Vietnam.

Adamson was twice awarded the Distinguished Flying Cross as well as 18 Air Medals, 3 Vietnamese Crosses of Gallantry, the Bronze Star, the Meritorious Service medal, and 2 Army Commendation Medals.

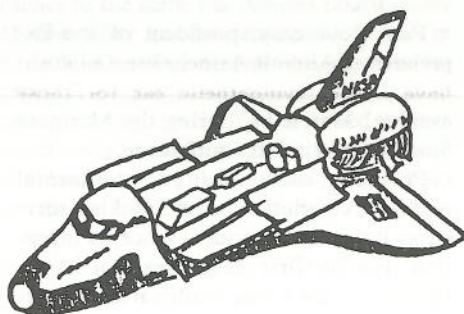
After completion of his masters degree, Adams assumed the position of Assistant Professor of Aerodynamics at West Point. He developed and conducted flight test laboratories in the Academy's fixed and rotary wing aircraft and completed a text on aircraft performance.

In 1980 Adamson graduated from the U.S. Navy Test Pilot School at Patuxent River, Maryland. In addition to being a Senior Army Aviator and Experimental Test Pilot, he is also a licensed commercial pilot and certified professional engineer. He is a qualified paratrooper and graduate

of the Army Command and General Staff College.

Adamson has been employed by the Lyndon B. Johnson Space Center since 1980. During the operational flight test phase of the shuttle program, he served as the aerodynamics officer in Mission Control. Following completion of the four operational test flights, he became guidance navigational and control officer for STS missions 5 through 11. During non-mission periods he also served as research pilot and test pilot for NASA's Aircraft Operations Division, conducting heliborne remote sensing studies in biospheric research.

Major Adamson was selected as an astronaut candidate by NASA in May 1984 and in June 1985 completed a one-year training and evaluation program, making him eligible as a mission specialist on future Space Shuttle flightcrews.



Safety Reminder . . .

HAZARDOUS THOUGHT PATTERNS THAT CAN LEAD TO ACCIDENTS

1. Anti-authority - "What right does that guy have to tell me what to do?"
2. Invulnerability - "That might happen to those other guys, but it could never happen to me!"
3. Impulsiveness - "Let's just hop in and go - we can check the weather enroute."
4. Macho - "I'm tough and brave enough to handle anything that comes along."
5. Destiny - "It really doesn't matter what I do or how I do it, it's all been predestined anyway and when my time is up, it's up!"

Watch Out For Weather Related Accidents

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

This past year several pilots have fallen victim to the same old "weather accident."

We might ask, WHY? Why do pilots become involved in weather situations beyond capabilities of either the pilot or the aircraft? Is it because they don't know better? Because of overconfidence? Because it always happens to someone else? Because of "get-there-itis"?

It is becoming more and more apparent that some pilots do not fully understand the hazards of attempting to fly VFR in conditions where visibility is reduced by snow showers, fog, or rain. As pilots we need to develop a greater appreciation for what "scattered snow showers" can do to VFR flight in the mountains.

Weather forecasting is not an exact science. The word "forecast" is not always understood. A pilot who puts total faith in a weather forecast and bases decisions on observations from points with a mountain range between is really no better than the pilot who has no faith at all. In either case, the pilot will likely encounter weather conditions enroute that were unknown at the time of departure.

Weather related accidents are usually, within a matter of hours, followed with good weather conditions. This brings up the question again - WHY? Accident reports point out contributing factors which often lead to the accident, such as using poor judgement attributed to a lack of knowledge, deficient pre-flight planning, disregarding personal limitations, currency, lack of instrument proficiency, inexperience, fatigue, unfamiliarity with the area being flown, minimal flight training, and, last but not least, unfamiliarity with or disregard for FARs.

Let's all THINK SAFETY and make 1986 a SAFE YEAR FOR AVIATION!



THE "SNITCH PATCH"

What is it? How does it affect the pilot?

By: Thomas J. Howard, Manager
Flight Standards Division
Northwest Mountain Region, FAA

Many pilots are aware of the "Snitch Patch" and do not really know what it is. The "Snitch Patch," as it has been unofficially named, is actually a modification of the software used in the air traffic control system. Its primary purpose is to detect operational errors or those instances when prescribed separation standards between aircraft are reduced to less than the standard. For example, if two aircraft at the same altitude were supposed to be at least 5 miles apart but were actually 4.8 or 4.9 miles apart, the software would advise the air traffic controller and not the deviation. The air traffic controller was then responsible for explaining how the error occurred. For this reason, the software modification has become known as the "Snitch Patch." Its actual name is the Quality Assurance Operational Error Detection Program.

The first Enroute Air Traffic Control Center in the country to receive the software modification was Salt Lake Center. The modification was installed on July 8, 1983, and has since been installed throughout the country. Since its installation, the number of operational errors has decreased.

What does the software modification mean to you, the pilot?

Those of you who fly your aircraft conscientiously and possess average piloting skills will probably never be aware, except by word-of-mouth, that something called the Quality Assurance Operational Error Detection Program even exists. However, those of you who think that plus or minus 500 feet is the same as your assigned altitude will soon come to know what the Quality Assurance Operational Error Detection Program is, if you don't already.

The private Pilot Practical Test Standards, under straight-and-level flight, require that the applicant demonstrate his or her ability to maintain the desired altitude plus or minus 100 feet. The "Snitch Patch" will snitch on the pilot whenever he or she deviates from the assigned altitude by 300 feet or more, and causes a loss of separation between his or her aircraft and another

aircraft. Now, instead of an operational error, we have a pilot deviation which must be forwarded to the local Flight Standards District Office for investigation and enforcement action, if warranted.

It is important to remember that two things are required to activate the Quality Assurance Operational Error Detection Program. The first is non-compliance with your ATC clearance. This is usually an altitude deviation, although it could also be a heading deviation. The second is a resulting conflict or loss of standard separation with another aircraft. If you have the deviation without the conflict, the quality Assurance Operational Error Detection program will not activate.

If you get caught by the Quality Assurance Operational Error Detection Program, the local Flight Standards District Office will take appropriate enforcement action, unless there are extenuating or mitigating circumstances. The Federal Aviation Administration does not have a very sympathetic ear for those caught since activation of the Quality Assurance Operational Error Detection Program indicates that the pilot's ability to hold heading and/or altitude did not meet the requirements for a private pilot certificate and that a loss of separation between aircraft was caused by the pilot.

The moral is: Fly with the skills necessary to qualify for a private pilot certificate, and you will never have to worry about the "Snitch Patch."

Assuring the Future Of Your Airport

By: David C. Kneedler, Chief
Airport/Airways Bureau

The safe and timely development of any public use airport depends upon support of the local community. In addition, responsible and effective management of finances and facilities is essential in achieving that public confidence and support. Accordingly, the National Association of State Aviation Officials (NASAO) and its member state agencies are providing a series of airport seminars to assist public officials in the fulfillment of their obligations to effectively manage and protect their airport resources.

The theme of these seminars is "How to Assure the Future of Your Airport." They are specifically designed for public officials whose responsibilities include, but are not necessarily limited to, local airport administration. Topics to be covered include the full spectrum of airport related issues including how to work with state and federal agencies, how to maintain the facilities and service, how to secure public good will, maintenance scheduling, airport safety, master planning, to name a few. Although the State of Montana is not a sponsoring agent for a seminar, we feel the lecture material is very worthwhile and strongly encourage the attendance of all who can benefit from the course content.

Brochures providing complete details are available from the Aeronautics Division. Just call 444-2506. Seminar registration and hotel reservations can be made by contacting NASAO, 777 14th St., N.W., Suite 717, Washington, D.C. 20005, telephone (202) 783-0588.

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25*. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

Nominations Solicited For Helicopter Hero

Avco and the Aviation/Space Writers Association (AWA) are conducting the 20th annual Avco/AWA Helicopter Heroism Award Program.

This prestigious award is presented to a pilot, crew member, or other individual for an outstanding act of heroism involving the use of a helicopter. The competition, international in character, is open to civilian and military personnel. There are no restrictions as to the age, sex, nationality, or occupation of the recipient of the Heroism Award or the type of helicopter involved. Joint and posthumous awards may be made.

Anyone can submit an unlimited number of nominations to the committee.

The winner will be honored at an awards dinner on May 12, 1986, in Washington, D.C. Their name will be inscribed on the permanent trophy retained by Avco Lycoming. The winner will receive an honorarium and an expense paid trip to the award presentation.

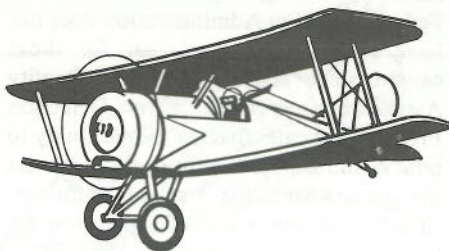
All nominations must be accompanied by authenticating material. This material is defined as relevant data about the act of heroism involved, such as letters, films, press accounts, citations, and other records or documents. The deadline for receipt of nominations is February 3, 1986.

Mail nomination form and authenticating material to Frank McGuire, Avco/AWA Award Committee, 6917 Arlington Road, Suite, 303, Bethesda, MD 20814. Call the Aeronautics Division office in Helena at 444-2506 for a copy of the nomination form.

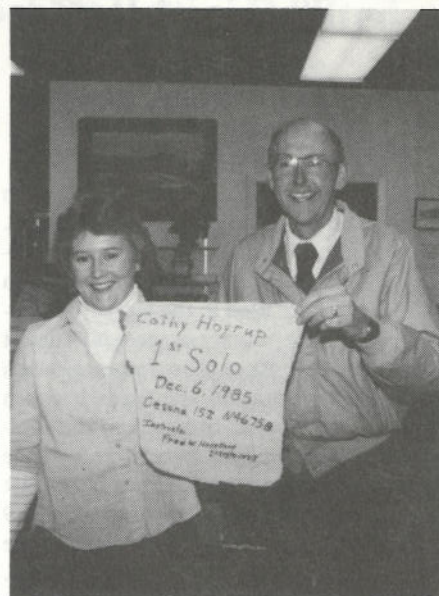
EAA Announces 1986 Scholarships

Since 1971, the EAA Aviation Foundation's Scholarship Program has helped launch the aviation careers of more than 70 young people. EAA Aviation Foundation President Tom Poberezny invites interested young people to contact the Foundation concerning these scholarships, which total more than \$100,000 for 1986.

Applications and more information on available scholarships can be obtained by writing Chuck Larsen, Education Director, EAA Aviation Foundation, Wittman Airfield, Oshkosh, WI 54903-3065 or by calling 414/426-4800.



CATHY SOLOS!!



Cathy Hoyrup, film librarian and general all-around girl Friday for the Division, flew her first solo flight on December 6. Here she poses with her shirttail and Fred Hasskamp, her flight instructor. By the way - does anyone out there know the origin of the custom of bobbing the shirttail of new solo pilots? We'd love to hear about it if you know (or even have a theory).



REGISTRATION FORM MONTANA STATEWIDE AVIATION CONFERENCE - MARCH 12 - 15, 1986

Mail to: Montana Statewide Aviation Conference
Box 5178
Helena, MT 59604

PLEASE PRINT

NAME(S) OF PARTICIPANT(S) _____

ADDRESS _____

PHONE _____ EXPECTED MODE OF TRAVEL: AUTO ____ AIR ____ DATE _____

REGISTRATION FEE ENCLOSED: _____ WILL PAY ON ARRIVAL _____

(Make checks payable to Montana Statewide Aviation Conference. Registration fees: \$15 for participant; \$10 for spouse.)

I (we) will be attending the keynote luncheon on Thursday, March 13. Please make reservations for _____ people.

ATTENTION: MONTANA AIRSTRIP OWNERS

The Montana Aeronautics Division is compiling the necessary data to complete the new 1986 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. If your airstrip is already depicted on our most current chart and if we do not hear from you, we will assume that the information we already have is correct.

We have had a legal opinion which indicated that an airstrip clearly depicted as being restricted and 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assumes all risk; and 5) prior permission required will have less liability on the owner than one which is NOT shown on the chart but is clearly visible from the air and identifiable as an airstrip and can therefore be considered a "public nuisance" in legal terms.

Mail to: Aeronautical Chart Revisions
Montana Aeronautics Division
Box 5178
Helena, MT 59604

PRIVATELY OWNED AIRSTRIP LOCATION

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

AIRSTRIP LOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitude _____

Nearest Town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments: _____

AIRSTRIP DATA

Runway Direction	Length	Width	Approach Obstruction & Distances
------------------	--------	-------	----------------------------------

_____	_____	_____	_____
_____	_____	_____	_____

Airport Elevation _____ Unicom Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency Only _____

Telephone Available? Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature _____

SAR Activity Reported

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Four ELT signals were received by satellite while two others were monitored by FSS in Billings and Bozeman. Two of the ELTs were on board aircraft that crashed, one was an inadvertently activated ELT in an aircraft, and three were from unknown sources.

Two of the unknowns were probably from an ELT being tested. "Operational tests should be conducted only during the first five minutes after any hour and be no longer than three audible sweeps." (Airman Information Manual) The other

unknown source was thought to have been turned off at about the time a homer equipped aircraft was dispatched to look for it.

Search aircraft located a plane, at night, that made a forced landing. The second accident did not require a search due to the pilot and passenger walking to a ranch house.

The search was conducted for an aircraft that had made a precautionary landing at dark. The pilot and passenger spent a cold night out and returned home the next day.

A note to remember: if stranded with an aircraft that has an operable radio, it may be possible to contact IFR or airline traffic while overhead on the center frequency (ATC). Remember also that airlines, military, and Aeronautics Division aircraft monitor 121.5.

YOUR SHOULDER HARNESS

IF YOU'VE GOT IT—USE IT!

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



January 1986

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